Aircraft:	EA-6B																EA-18G			
Source:	2005 AICUZ Table[1]				2004 Noise Study Profiles[2]				2016 Noise Study Profiles[3]								2004/2016 Noise Study Profiles[4]			
NOISEFILE:	distributed FLIGHT01.dat (2003)												updated FLIGHT01.dat (2003?)				distributed FLIGHT01.dat (2003) and updated FLIGHT01.dat (2003?)			
	ESTIMATED U.S.A.F. 03 OCT 1991 Power Range: 90% - 103% RPM												MEASURED WYLE LABS 08 FEB 2003 Power Range Gear Up: 71% - 99.5% RPM Power Range Gear Down: 71% - 99.5% RPM				MEASURED U.S.A.F. 15 FEB 2001 Power Range Gear Up: 78% - 101% NC Power Range Gear Down: 82.2% - 88.7% NC			
Level Flyover Condition	SEL (dBA)	L_{max} (dBA)	Power (% RPM)	Speed (knots)	SEL (dBA)	L_{max} (dBA)	Power (% RPM)	Speed (knots)	SEL (dBA)	L_{max} (dBA)	Power (% RPM)	Speed (knots)	SEL (dBA)	L_{max} (dBA)	Power (% RPM)	Speed (knots)	SEL (dBA)	L_{max} (dBA)	Power (% NC)	Speed (knots)
AB Takeoff (assuming Burner stays on passing 1000 ft AGL)	n/a				n/a				n/a				n/a				124	117	97%	130
MIL Takeoff (1000 ft AGL)	114	?	?	?	108	110	95%	300	113	110	100%	300	126	119	100%	300	117	112	96%	250
Arrival (non-break, thru 1000 ft AGL, gear down)	107	?	?	?	107	99	85%	130	107	99	85%	130	115	107	85%	130	114	108	85%	130
T&G / FCLP (downwind leg, 1000 ft AGL, gear down)	117	?	?	?	107	99	83%	130	107	99	83%	130	111	105	83%	130	113	107	84%	130
IFR Pattern (downwind leg, 3000 ft AGL, gear up)	n/a				n/a				96	88	82%	230	102	89	82%	230	92	83	82%	230
Weather:	?				59 deg F, 70% RH				55 deg F, 74% RH											

SEL = Sound Exposure Level -- comparison metric; not audible

L_{max} = Maximum Sound Level -- audible

EA-18G modeled with FA-18E/F reference acoustic data

1) *Engine power, aircraft speed, and modeled weather data are not sated for the 2005 AICUZ table, and the original communication of the SEL levels and any other relevant data to Onyx is not available. We assume power, speed, and weather would have been equivalent to what's shown for the "2004 Noise Study Profiles" data, but it's not known for certain.*

2) *We've recomputed SEL and Lmax for the each condition using the 2004 noise study flight profiles, and the EA-6B noise data from the 2003 distribution version of NOISEFILE. Prior to the actual measurement of the EA-6B in 2003, NOISEFILE used augmented A-6A noise data for the EA-6B. We don't currently know the exact date at which the 2003 measurement data became part of NOISEFILE.*

3) *These two data sets compare the SEL and Lmax values resulting from the 2016 noise study profiles when utilizing the estimated and measured sets of EA-6B noise data.*

4) *There are no discrepancies with the reported EA-18G SELs from the 2005 and 2016 tables.*